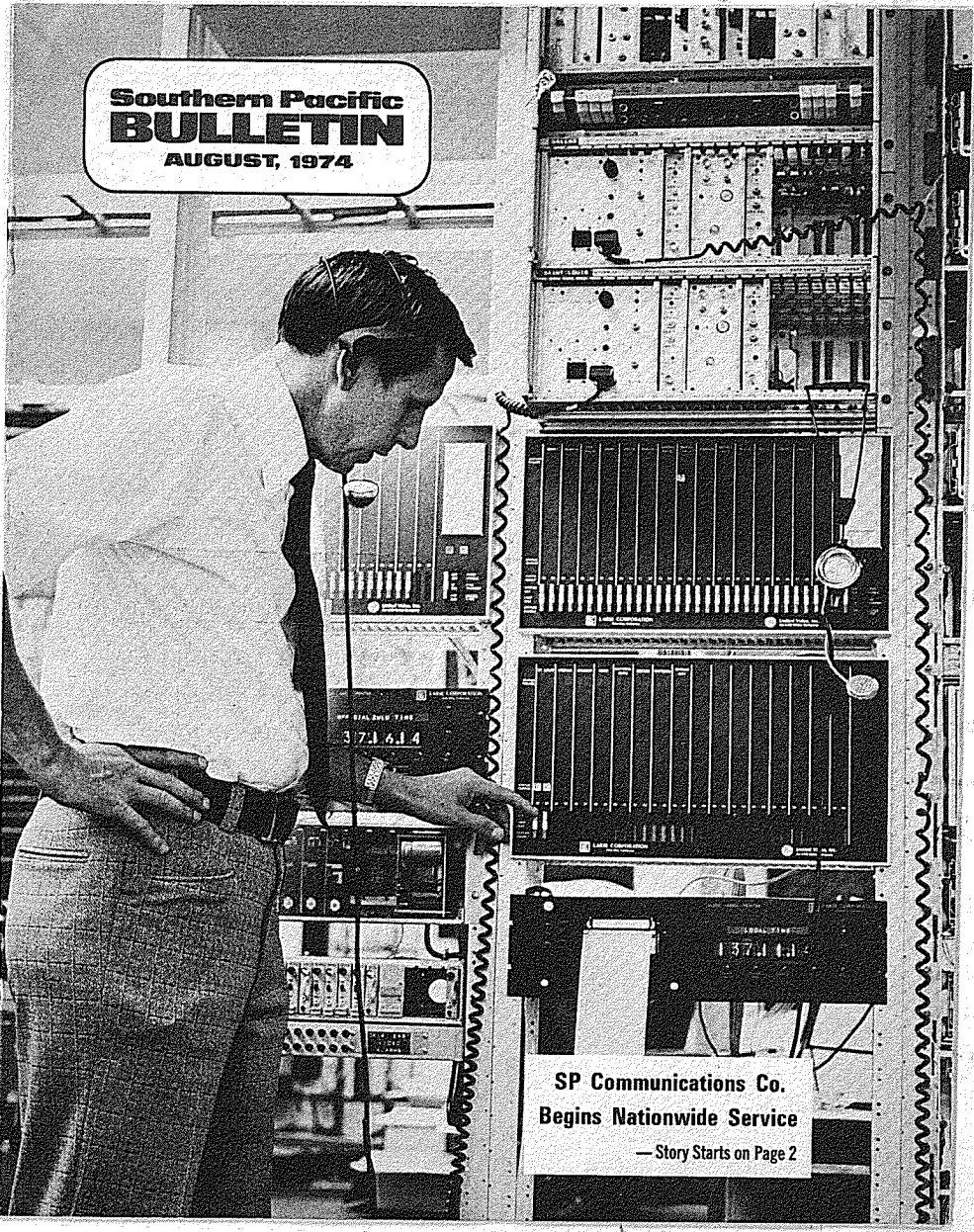
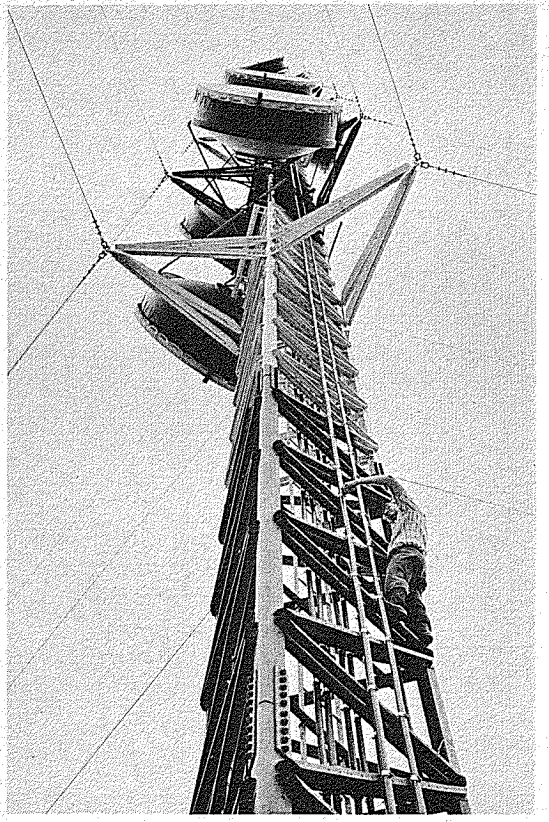
Southern Pacific
BULLETIN
AUGUST, 1974



SP Communications Co. Begins Nationwide Service

— Story Starts on Page 2

SPC Goes Nationwide



SP's new Communications Company is the nation's first specialized common carrier to offer customers coast - to - coast service.

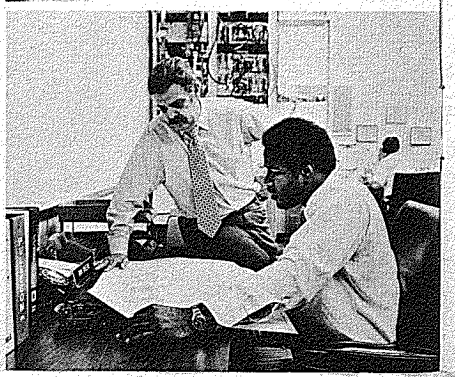
IN JUST 18 months from the date it started construction, Southern Pacific Communications Company has become the largest specialized common carrier in its field in the United States.

No longer can SPC be shown on just our "Golden Empire" rail, truck and pipeline map. It has put together a nationwide network, and in mid-June it began carrying communications traffic for its customers from coast to coast.

"Our growth has been so rapid that we're still a little bit out of breath," says SPC President Gus Grant, who heads a staff of 146 people in 16 states, "but we're now able to offer most of the facilities and services our customers want and need."

ABOVE LEFT: K. D. (Ken) Hice, microwave technician, Tulsa, Okla., inspects wave guide on 300-foot Sand Springs tower, near Tulsa. BELOW LEFT: SPC President Gus Grant, right, confers with John J. Geier, vice president-marketing, at the firm's San Francisco headquarters. BELOW: Hurley Kyte, left, operations manager for SPC's mid-continent district, checks over circuit diagram with Don Greene, customer service engineer, who handles installation and engineering of circuits for Tulsa-area customers.





SPC provides voice, data, video and facsimile (document) transmission services to private-line customers in business, industry, education and government.

These services are tailored to specific customer needs, ranging from a simple teleprinter link between two cities to a complex computer network covering many locations.

"Our communications representatives conduct a thorough investigation of the user's needs and recommend a mix of services that will almost certainly give him more communications for less money than he could get anywhere else," explains John J. Geier, SPC's vice president-marketing.

SPC's first customer, the Fibreboard Corporation, which went "on line" with voice and data circuits between San Francisco, Los Angeles and Phoenix on December 26, 1973, estimates that the SPC hook-up saves that company about 17 per cent a year as compared to alternative communications costs.

SP's diversification into the specialized communications business was a logical move for a large and experienced transportation company. Communications, after all, is the transportation of information.

Beyond that, as President B. F. Biaggini pointed out recently, "Southern Pacific has been in the communications business for more than 100 years. Our immediate predecessor, the Central Pacific—which built the western half of America's first transcontinental railroad — was chartered by Congress in 1862 to build not only a railroad but communications lines as well."

Over the past 20 years, SP has gained extensive know-how in the field from building the nation's largest privately owned communications system. Its microwave network, extending over more than 6,800 route miles in 12 states, operates with a proven 24-hour reliability of 99.96 per cent.

Starting in 1968, various decisions of the Federal Communications Commission enlarged the possibilities for competition in the country's communications business.

"The FCC decided that specialized common carriers could help meet the growing public need for communications service," explains Thor A. Miller, SPC's general counsel. "It was anticipated that such carriers could offer greater flexibility, provide supplemental capital for the rapidly expanding communications market and offer highly specialized services. The FCC also felt that competition would stimulate the spread of technological innovations."

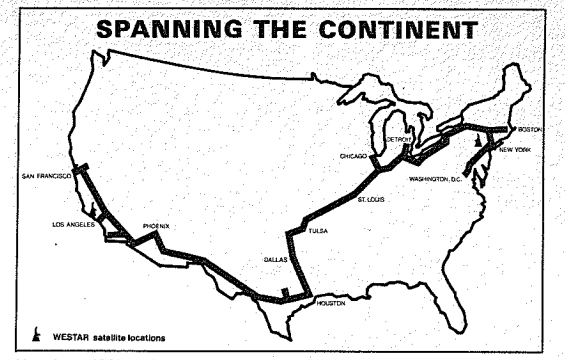
Edward L. Taylor, vice president and manager of SPC's mid-continent district, offers an analogy. "When the automobile business first started, you had one choice of colors—black. And the manufacturer chose the delivery date. Today, there must be at least a thousand colors, styles and types of vehicles to choose from. Before competition entered the communications business, the situation hadn't progressed very far beyond 'basic black.' Now businessmen have a whole new range of services available to them."

SPC — which is helping to provide these services — was incorporated in January, 1970, following feasibility studies conducted under the direction of John N. Albertson, then general superintendent of communications-system for Southern Pacific Transportation Company and now SPC vice president and general manager. Construction on the first segment of the line began in November, 1972.

The firm's terrestrial system follows Southern Pacific's railroad right-of-way from San Francisco to Tucson.

"We share a number of microwave sites with the Transportation Company, but we have our own equipment," explains Albertson. "We transmit on a different frequency — SPT is on the industrial band, and we're on the common carrier band."

From Tucson to Dallas (via Hous-



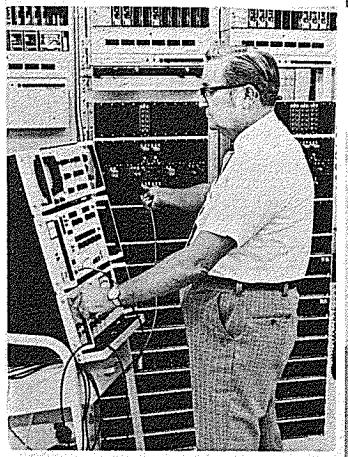
Map shows SPC's nationwide network. While coast-to-coast service is already underway, SPC is leasing circuits for some segments of the network, pending completion of its own facilities.

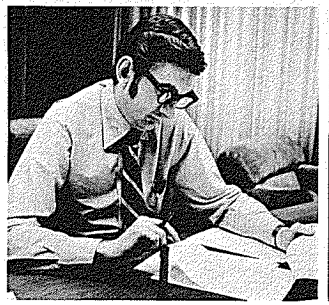
COVER

Clint Yarwood, control center supervisor, checks SPC's alarm system at Tulsa. This panel monitors a whole series of functions at 30 microwave sites between Dallas and St. Louis. Lights appear on the panel if someone breaks into one of the equipment buildings, if there is a loss of public power (SPC has standby generators and batteries), or if there appears to be some other kind of a transmission problem. SPC trouble-shooters can get to any microwave site on the system within two hours.



ABOVE: Donald Sharp, SPC project engineer, checks data in front of new SPC microwave tower in Tucson. BELOW: Robert A. King, manager of engineering, tests circuits at Houston. He is supervising the construction of SPC's microwave system between El Paso and Dallas.

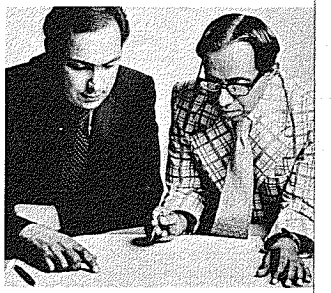




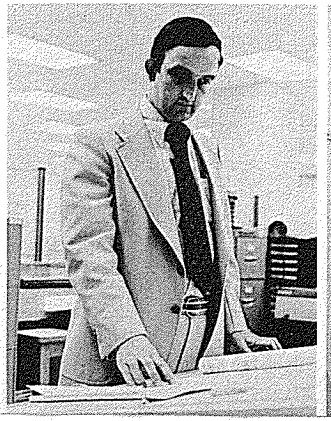


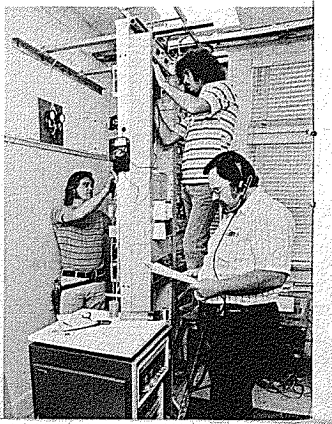
LEFT: Edward L. Taylor is vice president and manager of SPC-Mid Continent, with headquarters in Tulsa. RIGHT: I. Tunis Corbell is vice president and manager of SPC-East. His territory includes the Atlantic Seaboard, New England and west to Cleveland.





ABOVE LEFT: Miki Swenson, manager, finance and administration, Tulsa, handles budget matters for SPC's mid-continent area. ABOVE RIGHT: Tom A. Marino, left, manager, order control, and V. Madhva Raja, multiplex engineer, both at Wakefield, Mass., discuss engineering aspects of a customer order. BELOW LEFT: K. F. Leddick, manager of SPC's Atlanta, Ga., office, is directing planning and engineering of the firm's St. Louis to Chicago system. BELOW RIGHT: Ray Watley, right, SPC communications engineer, supervises installation of alarm system at Tucson.





ton), SPC is leasing SPT's microwave facilities until construction of its own network is completed in about six months.

From Dallas to St. Louis (via Oklahoma City and Tulsa), the firm now has its own microwave system, acquired from United Video, Inc. in February, 1974. From St. Louis to Chicago and New York, it is leasing circuits provided through Western Union's surface system.

SPC is also acquiring two other firms — Video Microwave, Inc., with construction permits and applications before the FCC for service between New York, Albany and Boston; and Transportation Microwave Corp., with a microwave system in operation between Philadelphia and Buffalo (via Albany).

"By late 1975, we will have completed our own coast- to-coast network (see map) with line-of-sight towers placed about every 30 miles along the way. We expect to have more than 300 microwave stations between San Francisco and Boston," Grant says. "This $45 million system will be capable of carrying 1,800 individual voice conversations in each direction. It will serve about 80 cities in nearly every metropolitan area of the country."

SPC also has a lease agreement with Western Union for use of its Westar domestic satellite system. Starting November 1, SPC will use this satellite capability to supplement its own surface network, combining the two systems to provide the most efficient service for its customers.

"For example, we will relay long distance traffic from various West Coast points to Western Union's ground station near Los Angeles," Grant explains. "From there it will be transmitted direct to the satellite and then relayed to another ground station near New York. Then it will be beamed to our tower on top of the Empire State Building for transmission to customers in eastern cities. Western Union, in turn, will use our surface system to carry its traffic to major cities in the Southwest."

The first of two satellites for the Westar system has already been launched and is now in a synchronous orbit 22,300 miles above the earth. SPC will lease 60 communications channels when this system becomes operational, with an option to increase the number of channels to 240 after a year, as its market develops.

"We're planning our facilities to serve a specialized communications market that is expected to grow about 25 per cent a year over the next decade," Grant points out.

"We're already serving about 60 customers—some of whom are using as many as 60 circuits," Geier says, "and we have five times that many waiting to come on line — a backlog of about $3 million worth of orders. We're hooking them up as fast as we can."

A typical SPC customer is an industrial firm with sales offices, plants and warehouses in several states. It uses SPC circuits for a private telephone network, to transmit data on its operations to a computer in its headquarters city, and to relay sales reports, charts and other written material by facsimile to its principal offices.

SPC users include an interstate chain of men's clothing stores, a bank with several branches, a brokerage firm (which uses a private line to carry stock quotations), an insurance company, a gasoline producer and distributor, a truck line and a major food processor.

"SPC will design and deliver a

(Concluded on page 13)

Discussing the growing demand for specialized communications services in the Los Angeles area are George J. Vasilakos, seated, SPC's western area sales manager, and Tom A. Welch, senior sales representative.



A Company of Specialists

Of the 146 people employed by SP Communications Company, 21 are in administration and finance, 31 are in marketing, and the rest are engineers and technicians. The firm employs 22 graduate engineers, most of them with electrical engineering degrees.

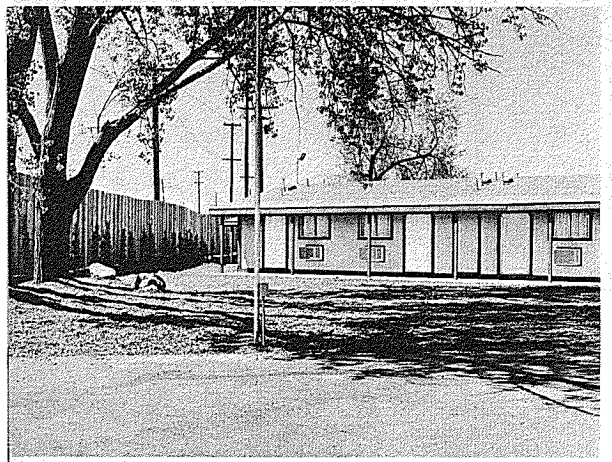
"Even our salesmen — quite a few of them — are engineers," SPC President Gus Grant points out. "They need extensive technical knowledge in order to be able to sell our services."

The SPC staff includes 12 former railroaders — all that could be spared by SP Transportation Company, which needs its technical people for its own, still-expanding communications system.

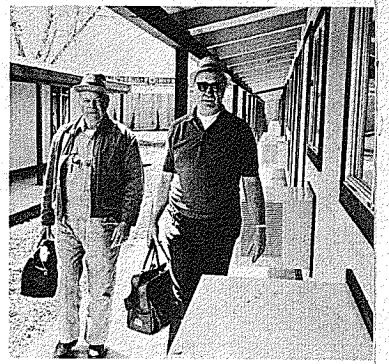
"SP Communications Department people were responsible for all the initial planning and engineering of our network," Grant says. "The fact that we've been able to move ahead as fast as we have is directly due to the experience they gained in building and operating the Transportation Company's system. You can't buy that kind of experience anywhere."

"Those who have joined our organization," he adds, "starting with Vice President and General Manager John N. Albertson, who is really the father of the Communications Company, are continuing to make an important contribution to its success."

Pictured on these pages are some of the people from both Southern Pacific and outside firms who have joined the SP Communications Company team.



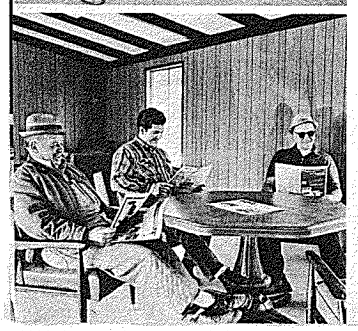
LEFT: Special 44-unit motel complex for SP crews at Klamath Falls, Ore., features shade trees and other plantings and paved parking areas. BELOW: Conductor Jesse Brinson, left, and Brakeman Jim Hector head toward their individual accommodations.



For SP Train and Enginemen:

Attractive Homes Away from Home





ABOVE LEFT: Conductor Jesse Brinson grins as he opens door to unit. LEFT: Relaxing in the recreation room of the Klamath Falls complex are, l-r, Conductor Jesse Brinson and Brakemen Ralph Burke, Jr., and Jim Hector. Recreation rooms have color TV, paneled walls, lounge chairs, and card tables.

SOUTHERN PACIFIC will soon be providing attractive accommodations for trainmen and enginemen at their away-from-home terminals in six states.

Special motel complexes for SP crews have already been completed at Klamath Falls, Ore.; Willits, Calif.; Sparks, Nev.; and Hearne, Texas.

Construction is now underway or will start soon on motel units at Eugene and Roseberg, Ore.; Dunsmuir, Roseville, El Centro, Fresno and West Colton, Calif.; Lordsburg, N.M.; Yuma, Ariz.; and Valentine, Texas.

Plans call for installing additional units at Ashland, Ore.; Tucson, Ariz.; and at Bakersfield, San Luis Obispo, Los Angeles, Watsonville and San Jose, Calif.

The factory-built modules provide first class living accommodations. Designed for single occupancy, each has its own air conditioning and heating unit, a private bath with a stall shower, and a fully carpeted bedroom with a lounge chair and a desk. There are reading lamps over the bed and desk and beside the lounge chair. The beds feature comfortable, larger than double-size mattresses.

Each unit is heavily insulated for sound deadening and against temperature changes with glass wool insulation in the floor, walls and ceiling.

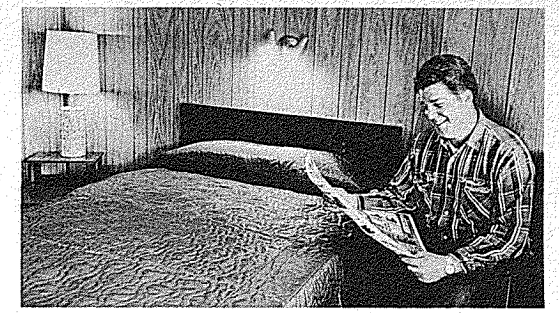
These away-from-home lodgings range in size from 16 to 72 rooms, depending on the location. They are attractively landscaped and have cement walkways and paved parking areas. Each has a full-time manager and 24-hour maid service.

The motel complexes also feature recreation buildings, each equipped with color television, walnut-finished card tables, lounge chairs, paneled walls, drapes, a restroom and a manager's office.

The buildings are constructed in 720-square-foot sections. Each individual unit has 180 square feet of living space. They are 95 per cent complete with carpeting, drapes and furniture installed before they leave the factory.

When they reach their destination, they are placed on waiting foundations and the sections are mated to form various structural layouts.

The motel complexes already in use, under construction, or being planned will contain a total of more than 700 rooms — all designed to provide a clean, comfortable "home away from home" for our trainmen and enginemen.



Reading the paper in his well-lighted bedroom is Klamath Falls Brakeman Ralph Burke, Jr. Each of these "homes away from home" has its own air conditioner and heater, a private bath with a stall shower, and a fully carpeted bedroom.

Neal Ends 48-Year Career

Charles E. Neal, asst. to chief engineer-system, retires July 31 at San Francisco after a 48-year Southern Pacific career.

After joining SP at Oakridge, Ore., in 1926, Neal moved up through various Engineering Dept. positions, becoming general track supervisor-Pacific Lines in 1946, division engineer of the Northwestern Pacific Railroad in 1953 and assistant engineer, maintenance of way, signals and structures in 1960.

He was appointed vice president and general manager of the NWP in 1962, and he headed the Company's all-out effort to rebuild the NWP after the catastrophic floods of Christmas week 1964. Over 100 miles of the NWP. — destroyed during the flood — were restored to service in just 177 days in one of the largest repair jobs in railroad history.

Neal was appointed to his present post in 1969 and has been responsible for the development of a number of training programs for MofW and Engineering Dept. employes.

He is a past president of the Roadmasters and Maintenance of Way Assn. and the Transportation Craftsmen Assn., past chairman of the Legislative Committee, American Short Line Railroad Assn., and is currently serving as a director of Junior Achievement of the San Francisco Bay Area and Harkness Community Hospital.



C. E. NEAL

George Freeborn Retires

George C. Freeborn, assistant vice president - purchasing, retires this month at San Francisco after a 38-year railroad career — half of it with Pacific Fruit Express Co. and half with Southern Pacific.

A graduate of the Army and Navy Academy in San Diego, Freeborn joined PFE (owned jointly by SP and UP) at Los Angeles in 1936. He served as head buyer and stores supervisor for PFE at San Francisco, before transferring to Southern Pacific in 1955 as asst. to general purchasing agent. He was named purchasing agent in 1959 and was appointed to his present post in 1972.



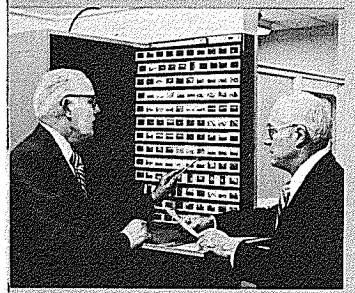
G. C. FREEBORN

Freeborn has completed the Advanced Management Program at Carnegie-Mellon University in Pittsburgh. He is a 32nd degree Mason and has been awarded the Legion of Honor by the Order of DeMolay.

SP Pipe Lines now has self-contained pumping stations at Glamis, Calif., and Growler, Ariz. (near Yuma). Both use fuel from the pipeline to operate turbines which, in turn, run the pumps. The two stations, first of this type to be installed by SPPL, are operated by remote control from Colton, Calif.







ABOVE: Asst. Manager of Employe Communications E. L. Carroll, left, helps Dale D. Grissom, asst. manager, Engine Service Training, select slides for training program. BELOW: Audio Visual Specialist Elmonte Bailey gets set to shoot aerial film sequence at West Colton.



Our Audio-Visual Center:

New Tools for Training

SUPPOSE THIS is your first day on the job at SP's new West Colton Yard. You're surrounded by innovations and new procedures that add up to a whole new way of railroading.

Are you thrown for a loss? Not in the least, because you've seen videotape programs that showed you step-by-step how to use the new equipment. These programs, designed specifically for you and others assigned to the new yard, have made your training as easy and interesting as watching television.

Training tools like videotape programs, slide shows and motion pictures are produced at Southern Pacific's Audio-Visual Communications Center in San Francisco.

The Center was organized in 1971, although SP was using audio-visual techniques long before that. It is a part of the Personnel Department and is headed by E. L. (Ed) Carroll, assistant manager of employe communications, a veteran of 38 years with SP.

The Center has produced about 40 slide-sound programs so far to assist in training, safety and communications efforts throughout the Company. These programs use 35 mm. color slides in a carrousel which turns automatically in the projector. Synchronized with the slides is a two-track tape recorder which carries music and a voice commentary.

The slides can be changed and updated easily and replaced when they wear out. The Center maintains a master slide file and simply makes duplicates as needed.

The SP slide shows, produced for employes in practically every major department, range from "Beginning a Tour of Duty," an 80-slide program on the activities performed by an engineer before leaving a yard with a train, to "Caboose Electrical Systems," a 133-slide presentation for Mechanical Department employes. A two-part slide-sound program shows visitors to West Colton how that yard operates.

The Personnel Department is now preparing "Instant Replay" booklets containing the pictures and narration of audio-visual programs used for training purposes.

"These booklets, some of which will also be printed in Spanish, will be given to employes as refresher material to reinforce the learning process," explains B. F. Chapman, manager of employe communications. "After seeing a given program, the employe will be able to review the pictures and text at his own pace for an even clearer understanding of the material."

Over 30 copies of slide-sound programs produced by the Center have been sold to other railroads for use with their employes. The Association of American Railroads is also using several SP-produced films and slide programs.

"We consider videotape a particularly valuable communications tool," Carroll says. "With this medium, of course, you are producing a television-type program that can be shown over and over again. You can combine sound, music, slides, films, charts or diagrams with televised live action sequences, editing the mix quickly and efficiently. The completed program is recorded on a compact cassette which slips into a tape recorder connected to a TV monitor."

One of the Center's recent videotape presentations on the movement of trains by train orders is being used to help prepare brakemen for promotion to conductor. Another, on wheel changing procedures, has been shown to about 1100 Mechanical Department employes.

The large "Southern Pacific Night" programs recently held for employes and their families at Eugene, Houston and Los Angeles were all recorded on videotape for showing to employes who were unable to attend these get-togethers.

The Center has also produced several motion pictures. Now nearing completion is a documentary on West Colton Yard, which will cover the construction and operation of this new complex. "Pipeline of Black Mesa," completed last year, won a national award from *Industrial Photography* magazine. Distribution of this film is being handled throughout the United States by Association-Sterling Films to schools, theaters, and television stations. Within a year or so, it's expected that this film will have been seen by about seven and a half million people.

In addition to general interest movies, the Center also makes various specialized films. For example, it recently covered highspeed tests of some new automobile loading concepts for SP's Technical Research and Development Department, using movie cameras capable of filming at 900 frames per second as compared with the normal speed of 24 frames per second.

Carroll's crew is currently producing a movie on the track-train dynamics research project. It is also responsible for taking the motion pictures used on SP's locomotive simulator at Cerritos, Calif.

One of its simpler assignments in recent months was to produce an audio cassette recording of sample dictation for use in measuring the stenographic skills of job applicants in a standardized manner.

It operates an equipment pool, lending overhead projectors, 16 mm. movie projectors, closed circuit TV equipment and sound-slide playback units to other departments, and it advises them on what equipment to acquire for their own permanent use.

In addition to its master file of slides, which are available to supervisors for graphic presentations, speeches or slide programs, the Center maintains a small film library and fills loan requests from associations, civic groups, government bodies, business firms and other railroads, in addition to our own people. In a recent 12-month period, it handled 400 such requests.

Most popular SP films in the library are "Grand Enterprise" (on the history and development of our Company), "Shortcut for Shippers" (on the Palmdale-Colton Cutoff), and "Safety Facts about Crossing Tracks" (on safety hazards at rail-highway crossings). Over 380 prints of "Safety Facts" have been sold at cost to schools and other railroads. Many schools (60 in the Los Angeles area alone) use this film and its accompanying teacher's guide in their

(Concluded on page 13)

FAR LEFT: Mechanical Dept. employes at Bayshore, near San Francisco, watch safety movie on self-contained, portable unit that can be used in lighted room. Film comes in a cassette and rewinds itself. Standing is Asst. Supt. of Safety Andy M. Herceg. LEFT: Road Foreman of Engines Sam T. Oliver, center, shows automated slide-sound program to operating employes at Watsonville, Calif.

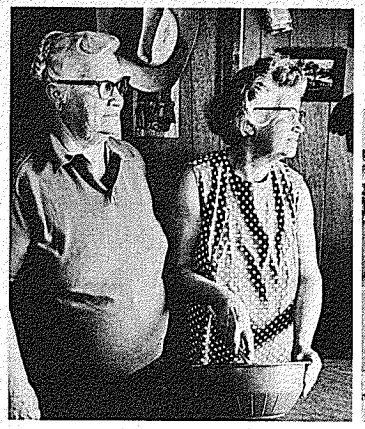


ABOVE: Supervisor of Audio-Visual Communications Ron L. Rang edits one of the Center's motion pictures, using "flatbed" editing table.



ABOVE: Audio-Visual Specialist Ray Tyler edits tape for sound-slide program. BELOW: Paula Husack, film librarian, prepares to fill a loan request.







LEFT: Standing in their kitchen, Loretta Tumulty, left, and Roni McGillick can watch SP trains passing by on the Palmdale Colton Cut-off. BELOW: The two ladies wait with bags of cookies to be tossed to train crew members. In the background is their ranch home.

Neighbors Along the Right-of-Way:

They Bake Cookies for Crewmen

Roni McGillick, 68, and Loretta Tumulty, 74, became neighbors of Southern Pacific a few months after the completion of the Palmdale-Colton Cut-off in 1967. Since then, they have made friends with scores of SP trainmen and enginemen.

Cookies a la Cut-off

Here's the recipe for the cookies baked by Roni McGillick and Loretta Tumulty for the crews of Palmdale-Colton Cut-off trains.

Ingredients: 1 cup sugar, ½ cup butter, 2 eggs, 1 teaspoon vanilla, 2½ cups flour, 3 teaspoons baking powder, ½ teaspoon salt, 2 tablespoons peanut butter.

Cream shortening and sugar together, add peanut butter and cream again. Beat eggs and vanilla, and add to mixture. Sift flour and add baking powder and salt. Place in mixture. Chill until firm for rolled cookies, or make balls the size of walnuts and flatten with fork. Add dates, raisins or chocolate chips, if desired. Bake 15 minutes at 350°.

The two women, both widows and both grandmothers, live on a peaceful, but isolated ranch in the Cajon Pass area of Southern California. Our Cut-off line runs within 200 feet of their kitchen windows.

The ranch has no electricity, so they do not own a television set. They chop their own wood for heating and use propane gas for cooking and refrigeration.

As soon as they moved in, Roni and Loretta began waving to the crews of SP trains passing their home. Then, one day, a train stopped momentarily, and they went over to say hello. Shortly after that, they started baking cookies for their railroader friends.

They put the cookies into paper bags, twist them closed, and toss them to the crews of slow-moving uphill trains. Downhill trains move too fast for this delivery system.

Over the past five years, Roni and Loretta have baked more than 50,000 cookies for SP crews. All the cookies are made from the same recipe (see box on this page).

SP crew members visit the two ladies from time to time, bringing them magazines and newspapers, which they normally obtain only during twice-a-month trips into town for mail and supplies. The crewmen gave them a transistor radio and a $110 cash gift this past Christmas.

Roni has nine grandchildren and Loretta has 24 — none of them living nearby. Their companions on the ranch include two German shepherd dogs, two burros, some chickens and quite a few rattlesnakes. Loretta killed 18 of them last year.

"We live alone," they say, "but we're never lonely. With SP as a neighbor, we have visitors every day."

Public Safety Award

Southern Pacific has received its 21st Railroad Public Safety Activities Award from the National Safety Council for 1973.

The award is given annually for outstanding public safety service. Known as the Golden Spike Award, it recognizes participation in community safety activities, off-the-job safety programs for employes, cooperation with local safety councils and civic groups, and attention to safety in institutional advertising and public information activities.

The Cotton Belt also received a Golden Spike Award.

J. A. Center Manager:

Four Nights a Week with Kids

Robert P. Metcalf, general clerk in the Operating Department at Houston, likes working with young people so much that he spends four nights a week during the school year counseling 400 high school students at the Pasadena, Texas, Junior Achievement Center.

As center manager, Bob helps guide the activities of 20 pint-sized J. A. companies. He also works closely with the 65 adult businessmen and women who serve as advisors to these J. A. companies.

Bob became interested in the Junior Achievement program 17 years ago, serving first as chief advisor to the J. A. companies SP sponsors in the Houston area. He became a center manager five years ago.

Under the nationwide J. A. program, 15 to 20 students form a miniature corporation, raise capital by selling dollar shares of stock, manufacture and market a product, and liquidate at the end of the school year, hopefully returning a profit to their shareholders.

"In the process," Bob says, "they learn first hand how America's business system operates. They also learn that it takes a lot of hard work, sharing of ideas and teamwork to be successful in business."

This year, the Achievers at the Pasadena Center made 25 different products, ranging from a railroad spike pen holder known as a "Spike-N-Write" to lawn fertilizer.

Bob is very proud of their accomplishments. "This year we placed two girls in the finals for the Miss Junior Achievement Pagent in our area," he says, "and we also had four finalists in the Officer of the Year competition."

"We try to give our Achievers college and career counseling, too," he adds. "We want to do everything we can to give them a head start in life."

In recent years, Bob has also been president of the SP Club of Houston, chairman of the SP Employes United Fund Campaign, and he helped organize the SP Toastmasters Club. He has been a leader in Little League Baseball and the Boy Scouts, and a director, Bluebonnet Bowl Assn. of Greater Houston.

"The final proof of how we feel about kids is in our own family," Bob says. "My wife and I are the proud parents of 10 children ranging in age from five to 20."

BELOW LEFT: Bob Metcalf (seated), general clerk in the Operating Dept. at Houston and manager of the Pasadena, Texas, Junior Achievement Center, confers with advisors of a J. A. Company sponsored by Hughes Tool Co. (James R. Lesch, president of Hughes Tool Co., is president of J. A. of Southeast Texas, Inc.). BELOW RIGHT: Bob chats with a group of Achievers.







R. A. FOLEY

Foley Named Asst. Controller

Robert A. Foley has been appointed to the newly-created post of assistant controller at San Francisco, effective June 1.

A graduate of Loyola University with a major in business administration-accounting, Foley earned his M.B.A. at the University of Southern California. He is a Certified Public Accountant and spent a number of years in public accounting work and with industries in Southern California, before joining SP June 1.

America's railroads serve more than 45,000 communities on over 200,000 miles of line with a fleet of about 1.7 million freight cars. Their annual payroll for more than half a million employes totals over $7.6 billion.

Fifty Silver Dollars:

SP Glee Club Head Honored

A few weeks ago, Dorothy A. McDougall was presented with 50 silver dollars by members of the Southern Pacific Glee Club at a surprise party honoring her 25 years (plus) as director of the San Francisco musical group.

"It was one of the nicest things that ever happened to me," says Dorothy, who is a secretary in the Labor Relations Department.



DOROTHY McDOUGALL

She joined the Company at San Francisco in 1947 and took over the Glee Club about a year later. The club, founded in 1923 to put on Christmas programs, was converted into a year-around organization under her leadership.

Several SP people have been with the 25-member group more than 10 years. Among them are Elizabeth Krummes and Maud Cordone of Revenue Accounting, Charles Robertson of the Traffic Dept., and Bert Scharf of Intermodal Services. Ted Hopkins has been the club's accompanist for 25 years.

The club sings all kinds of music -- operatic arias, hit tunes, folk songs, show tunes and hymns. It makes dozens of evening and weekend appearances each year at hospitals and before civic and fraternal groups and senior citizens organizations.

Dorothy is a graduate of the New York School of Music and has an M.A. degree in music from Stanford. She sang leading roles with the Denver Opera Company, before joining Southern Pacific.

"I loved to sing," she explains, "but I also had to eat."

Her father was a locomotive engineer with the Colorado and Southern Railroad, which made her transition from music to railroading a natural one.

One of her four sisters, incidentally, was a concert pianist and another was a prima ballerina, before a back injury ended her career.

"I don't know why," Dorothy says, "but my son (Robert, 17) wants to be a bus driver."

She is looking forward to "quite a few" more years as Glee Club director and wants *Bulletin* readers in the San Francisco Bay Area to know that "we're looking for somebody with a good bass voice."

Heim Retires; Huber Succeeds

Henry J. Heim, transfer agent at San Francisco, has retired after a 30-year Southern Pacific career.

His successor as transfer agent, with overall corporate transfer responsibilities, is H. R. (Bob) Huber, whose headquarters will remain in New York.

Edward J. Campion, assistant transfer agent at San Francisco since 1964, has been named transfer agent there.



H. J. HEIM



H. R. HUBER



E. J. CAMPION

Heim joined the Treasury Department at New York in 1944. He became assistant transfer agent in 1962, moving to San Francisco the same year. He was appointed transfer agent in 1963.

Huber joined Southern Pacific at New York in 1946, moving up to become assistant transfer agent in 1963 and transfer agent-New York in 1969.

NSC Awards

Several individual Southern Pacific and Cotton Belt units have won National Safety Council awards for improving their own past records and for achieving safety records substantially better than the national average.

The following have won NSC Awards of Merit: the San Joaquin Division, T&L Communications Dept., Cotton Belt Police Dept., and Houston Ribbon Rail Facility.

The following have received NSC Certificates of Commendation: the System Signal Shop and the System MofW Shop, both at Houston, and the Cotton Belt Purchases and Materials Dept.

The Cotton Belt Communications Dept. and the T&L Police Dept. received NSC President's Letter awards.

Pen Pals

Rail News, a newspaper published for British railroaders, has asked the *Bulletin* to publish the following:

> Daughter, aged 9, of British senior clerical officer, living at South Coast seaside resort, seeks girl pen-friend, similar age, with parents employed by Southern Pacific. Hobbies: playing the trumpet, reading, swimming, drawing. Write: Miss Catherine Wackett, 28 Leighton Road, Hove BN3, 7AE, Sussex, England.

Rail News has offered, in turn, to publish similar brief notices from SP employes or their children who are interested in developing pen-friendships with their counterparts in British railroad families. (the *Bulletin* will forward them.)

It's all part of an international rail friendship scheme fostered by the International Union of Railways.

They'll All Receive Clocks:

Safety Contest Winners

Handsome clocks are being awarded to the 50 people listed below who made the best suggestions for safety on the job, in the home or on the highway in this year's Family Safety Contest.

The annual contest, open to employes and immediate members of their families, drew more than 1,200 entries. The winning suggestions were selected by a panel of Safety Dept. experts.

The walnut-finished clocks feature a device which projects the time on the ceiling with the flick of a switch.

The winners are:

E. A. Ahner, tamper helper, NWP, Santa Rosa; **O. C. Arnold,** conductor, Beaumont; **R. P. Bluth,** switchman, Tucson; **L. G. Brandt,** night chief clerk, Eugene; **Francis M. Britto,** secretary, San Francisco; **B. M. Caffey,** instrumentman, Lafayette; **Virgil Carringer,** locomotive engineer, West Colton; **W. Christensen,** conductor, Klamath Falls; **V. J. Daigle, Jr.,** signal maintainer, Schriever; **J. W. Drew,** rate clerk, Houston; **E. S. Ferrand,** machinist, Taylor Yard; **J. A. Fitzgerald,** conductor, Sparks; **E. R. Flores,** oiler, Houston; **F. J. Garcia,** telegrapher-clerk, Del Rio; **Paul J. Gilbert,** machinist, Eugene; **L. J. Gorman,** conductor, Ogden; **D. G. Halleran,** signalman, Los Angeles; **H. L. Harrison,** general track foreman, Colfax; **L. J. Heald,** rodman, NWP, Willits; **Lavonia,** wife of **P. V. Henning,** machinist, Sacramento; **William Howard,** rodman, Pine Bluff; **Mrs. H. H. Larsen,** wife of Conductor **Larsen,** El Paso; **J. W. Lawson,** electrician, West Oakland; **P. W. LeVesque,** track laborer, Mapleton; **G. R. Martin,** foreman, water service, San Jose; **C. L. McCoshum,** laborer, Sacramento; **Debbie,** daughter of **R. E. Keihl,** district lineman, Red Bluff; **D. P. Metzger,** asst. diesel engineer, San Francisco; **A. J. Morris,** switchman, El Paso; **Steve Nagy,** carman, West Oakland; **W. J. O'Donnell,** machinist, El Paso; **S. C. Owen,** clerk, West Oakland; **P. J. Pendergast,** foreman, Seguin; **J. Perez,** laborer-driver, Englewood Yard; **Denver Pullin,** B&B machinist, Luling; **Ernestine Quier,** steno-clerk, Portland; **R. P. Ramirez,** track foreman, Yuma; **G. L. Ream,** laborer, Mapleton; **L. S. Reyes,** XG foreman, Burbank; **G. W. Rosengrant,** crew dispatcher, Los Angeles; **Joe Samman,** steno-clerk, Corpus Christi; **Karen,** wife of **D. S. Sheard, Jr.,** clerk, Fresno; **Fred Shuttlesworth,** signal maintainer, Waldo; **R. R. Johnson,** trainman, Oakland; **Maria,** wife of **R. C. Solis,** machine operator, Fresno; **Judy,** wife of **N. D. Staggs,** carman welder, Pine Bluff; **Beth,** daughter of **G. R. Steinreich,** machinist, Sacramento; **G. W. Wilson,** conductor, Tucson; **Roy Workman,** machine operator, Palmdale; **L. E. Wright,** engineer, Los Angeles.



Jackie W. Lawson, left, electrician at Oakland, one of the 50 winners in the family safety contest, receives his prize from Western Division Superintendent W. M. Jones.

SPC Goes Nationwide (Concluded)

complete communications system, including terminal equipment, or simply sell time on the system to the customer who knows his needs and owns his own equipment," Geier says. "Our specialists are also available as 'outside staff' communications managers for the customer who needs sophisticated engineering and experienced operation of his private line system."

"Each of our customers gets exactly what he wants, but does not have to pay for more service than he needs," he adds. "That results in significant savings to most of them."

The firm has three administrative divisions. Directing operations of SPC-West is Vice President and General Manager John N. Albertson, who is also responsible for the engineering of SPC's nationwide system. As previously noted, Ed Taylor is vice president and manager of SPC-Mid Continent, with headquarters in Tulsa, Oklahoma. His territory extends from El Paso, Texas to Cleveland, Ohio. I. Tunis Corbell is vice president and manager of SPC-East, with headquarters in Wakefield, Mass. His territory includes the Atlantic Seaboard, New England and west to Cleveland.

How do SPC's employes, most of whom have come from other companies, feel about joining the Southern Pacific family?

Dick Smith, area marketing manager for SPC-Mid Continent, reflects the views of many of them.

"I was really delighted when SP took over," he says. "As United Video, we were a small regional carrier. All we had was St. Louis to Dallas. The handwriting was on the wall that regional carriers would have a tough time making it. With SP's resources and its commitment to go nationwide, there's no longer any doubt about the future of this business. And we don't have to explain any more who United Video is. When we tell them we're part of Southern Pacific, that says it!"

"We're not quite as free-swinging as we once were," he adds, "but we're now working for a company that understands what it takes to build a fine railroad or a great communications system."▲

New Tools for Training (Concluded)

driver-education programs.

The Center's staff includes Ron L. Rang, supervisor of audio-visual communications; and Audio Visual Specialists Elmonte Bailey and Ray Tyler. All three have college degrees in audio-visual communications and much experience in the field. Paula Husack is the Center's film librarian.

"We serve every department in the Company," Carroll points out. "When we receive a request for an audio-visual presentation, we ask first what the objective is, what audience will see it, and what the deadline is. Then we can advise the department on what medium will best meet its needs."

"We feel that our movies, slide shows and videotape programs should be of the highest quality," says L. M. Fox, assistant vice president-personnel, "not only to meet SP's standards of excellence, but because they must inevitably compete with commercially produced movies and television programs for the attention of our people."▲

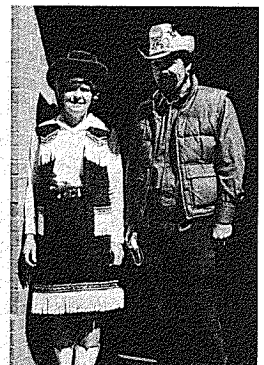
Appointments

ENGINEERING DEPARTMENT: Raymond H. Adams, to design engineer, San Francisco.

MANAGEMENT SERVICES: R. B. Carlson, to manager, Analytic Services; T. A. Schweich, to systems supervisor, both at San Francisco.

OPERATING DEPARTMENT: C. S. Hunter, to general yardmaster, Oakland; T. P. Kelly, to trainmaster, J. W. Ridgeway, to assistant road foreman of engines, both at Tucson; B. R. Wilkie, to assistant trainmaster, West Colton; E. S. Johnson, to assistant trainmaster, Martinez.

TRAFFIC DEPARTMENT: B. E. Transano, to manager-commerce, San Francisco; P. M. McNamee, to assistant traffic manager, New York; Jack Wilkinson, to asst. traffic manager, San Francisco; J. J. Sternagle, to traffic representative, Philadelphia.



Mabel Bryant and Lee Foreman, both of the Traffic Dept. at Houston, recently won cash prizes for being best dressed on "Western Day," sponsored by the SP Club of Houston.

Retirements

GENERAL OFFICE, SAN FRANCISCO: H. J. Heim, transfer agent, Treasury; Dorothy J. Carter, asst. supervisor of train service, Transportation Dept.; Opha H. Sumner, head keypunch operator, Data Processing; Gladys D. Carpenter, routing & mileage clerk, Revenue Services; Bernice J. Gass, senior agents accounts clerk, Zone Accounting; Emily M. J. Hessian, agents accounts clerk, Zone Accounting; Allen B. Conroy, traffic service clerk, Traffic Dept.; Robert J. Keck, accident clerk, Safety Dept.; Louise M. Seaman, senior rate & division clerk, Revenue Services; Douglas W. Ward, wire chief, Communications Dept.; Eleanor B. Hundert, senior investigator, Freight Claim Dept.; Evelyn V. Wendlandt, billing & voucher clerk, Revenue Accounts.

HOUSTON DIVISION AND REPAIR PLANTS: J. E. Bowen, chief inspector-Police Dept.; Jennie R. Glaspy, secretary-Office of General Manager; A. J. Aderholz, upholsterer; Martin W. Arnt, locomotive engineer; Leonard H. Cunningham, switchman; Mark C. Godwin, welder; Thomas C. Johnston, switchman; Austin Long, brakeman; Joseph A. Rao, utility clerk; Jesse W. Stranton, laborer; Joe Torres, laborer; James W. Gibbs, machine operator; Antonio Ramirez, laborer; Sam R. Terry, car inspector; William L. Thomas, signal maintainer; F. L. Wallis, relief foreman; Henry F. Sanders, laborer; Ernst M. Tautenhahn, machinist.

LAFAYETTE DIVISION: Clarence Bell, caller; Sadie S. Berry, laborer; Willie S. Guillot, foreman; Edward Harris, carman; P. R. Hutto, car repairman; Albert Prejean, laborer; Percy Roach, laborer; Clifford C. Theall, locomotive engineer; Monroe Johnson, car repairman.

LOS ANGELES DIVISION AND REPAIR PLANTS: Harry S. Brown, chief train crew dispatcher; Joy E. Brown, secretary to asst. regional manager; Francisco T. Escobedo, hoist machine operator; Howard M. Gallagher, switchman; Jose J. Hernandez, freight carman; Cloyd S. Jefferies, locomotive engineer; Walter E. Lehman, car foreman; Clarence J. Maier, clerk; Gleb Nikonenko, car inspector; Samuel F. Reynolds, freight carman; Kermit P. Southwick, locomotive engineer; Edward Walter, machinist; Ernesto C. Banda, P&M trucker; Angelo W. De Palma, car inspector; Irene R. Dignan, secretary-Valuation Dept.; Augustine G. Maldonado, yardman; Carlos M. Medina, foreman; Johnnie L. Robinson, laborer; Forrest S. Smith, head clerk-Traffic Dept.; Bradford E. White, head clerk-Zone Accounting; Delbert B. Crowley, locomotive engineer; Enoch M. Rice, sheet metal worker; Gerald A. Sperry, conductor; Patrick H. Kennedy, records & file clerk-Zone Accounting; Percy B. Winchester, P&M section stockman; Clarence E. Stuart, foreman; Harvey H. Trammell, dining car cook.

OREGON DIVISION: Robert L. Balch, foreman; Paul C. Evenson, caller; George W. Goodsell, train clerk; George M. Poole, conductor; Reuben R. Thomas, conductor; Franklin E. Dixon, brakeman; Harry H. Neumann, carpenter; Frank B. Southwick, extra clerk; Andres H. Valdez, foreman; Eldred L. Glaspey, motor truck operator; Delmar E. Thom, locomotive engineer; Hervie E. Trotter, conductor.

SACRAMENTO DIVISION AND REPAIR PLANTS: C. L. Haren, senior claims agent; Louis V. Carli, freight carman; Hyrum W. Eckersley, electrician; James H. Ferguson, switchman; Mike S. Gobec, machinist; John R. Harry, Jr., locomotive engineer; Virginia R. Hermes, switching clerk; Albert H. Holtkamp, carpenter; Eugene W. Howard, engine foreman; John M. Johnson, machinist; Norman F. McCoy, car inspector; Andrew L. Rasmussen, train clerk; Alexander Schremser, carman painter; Joseph A. Sears, locomotive engineer; Charles H. Adey, electrician; Robert S. Cullen, chief crew dispatcher; Jay H. Eberly, conductor; Alfred T. Fairbanks, machinist; Paul B. Fielding, freight carman; Ives J. Honeychurch, machinist; Edward P. Smith, chief crew dispatcher; Jacinto Soria, crane foreman; Charles R. Swartz, switchman; Henry Walker, laborer; Joe L. Young, switchman; Samuel M. Zubiate, boilermaker; Gerald H. Bon, brakeman; Peter N. Fante, locomotive carpenter; Wayne A. Marriott, machinist; Cecil H. Sinn, agent telegrapher.

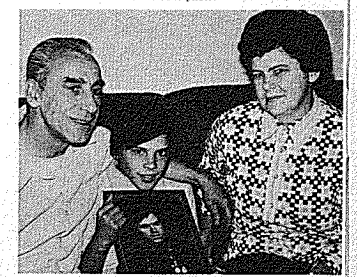
SAN ANTONIO DIVISION: Jose Covarrubias, B&B helper; Braulio Duron, machine operator; William J. Grichar, telegrapher-clerk; Hollice R. Moore, IBM lading clerk; Buster E. Price, machine operator; Lester W. Quicksall, locomotive engineer; Garland Ray, clerk; Johnnie S. Smitherman, locomotive engineer; S. G. Weaver, carpenter; Robert Wilson, laborer; George H. Harris, conductor; Wesley V. Munson, locomotive engineer; Daniel C. Price, engine foreman; Julius Williams, crew clerk.

SAN JOAQUIN DIVISION: Theo A. Purcell, conductor; Filemon Zaragosa, power track wrench operator; Milas A. Johnson, laborer; Cleddy M. Mangum, water service mechanic; William A. Riesen, locomotive engineer; Norman B. Cooper, locomotive engineer; James D. Curry, engine foreman; Dominica F. Gaulding, clerk; Vicente S. Frutoz, laborer; Clem Huggins, locomotive supplyman.

TUCSON DIVISION: Monico S. Abeyta, car inspector; Challen J. Baxter, conductor; Robert L. Driver, welder; Jose M. Magdaleno, laborer; Frank M. Molina, hostler; Benton B. Neeley, yardmaster; Earnest L. Stroud, car inspector; Manuel Vilia, laborer; Allan J. Ball, conductor; Claude R. Diaz, freight carman; R. Q. Harmon, investigator; James M. Jackson, laborer; Refugio L. Najar, janitor; Orval B. Palmer, conductor; Dean M. Prock, extra clerk; Otha L. Reynolds, brakeman; Gustavo M. Ruiz, locomotive supplyman; Thomas S. Weathers, switchman.

WESTERN DIVISION: M. M. Kelley, asst. district communications supervisor; Florencio Y. Avina, laborer; M. A. Bates, coach cleaner; Pierre J. Bryant, locomotive engineer; Franklin J. Dumser, electrician; David Feathers, dining car cook; Richard Kennedy, extra laborer; Ruben Koch, yard clerk; Edward L. McQuary, conductor; Henry E. Murphy, extra clerk; Harold Weidman, electrician; John L. Bell, engine foreman; John R. Chapman, conductor; Lawrence A. DeLeon, carman; Fred H. Doty, engine foreman; Anthony W. Grassel, locomotive engineer; Arnold Jackson, lead machinist helper; Gennady A. Kalugenin, car inspector; Leland E. Owen, signal maintainer;

Carman and Mrs. Joe Nuttal and their son, Mike, 11, think about Joe, Jr. (shown in photo), on the evening before their departure for Annapolis, Md., to watch him graduate from the U.S. Naval Academy. Son Joe is 23 and will head for Pensacola for flight training. Joe, Sr., works at Bayshore Yard, near San Francisco. — Pacifica Tribune photo.





Bruce McPhee, asst. vice president and asst. treasurer, congratulates Linda Jean Perani, 18, San Rafael (Calif.) High School senior, on winning first prize among entrants from her school in the annual Invest-In-America essay contest. This year's subject was "Energy: Its Relationship to our Economy." Her prize was a share of SP stock purchased by Invest-In-America on the open market.

George A. Scharr, carman painter; Willard Green, janitor; Warren J. Rumbaugh, switchman.

OTHERS: D. C. Gottshall, traffic representative, Philadelphia; Catherine M. Cahill, stenoclerk, Traffic Dept., Seattle; Ardell Odums, mail & baggage handler, LAUPT; Jimmy W. Reidling, special officer, LAUPT; Laster L. Blackburn, conductor, and Roy W. Robinson, locomotive engineer, both of SD&AE Ry.

NORTHWESTERN PACIFIC: Frank F. Bernesque, carpenter; Albert Reyes, foreman; Ray J. Ortega, multiple tamper operator; George E. Winstead, asst. cashier.

Deaths...

DALLAS DIVISION: Pensioner: Flournoy L. Powell, carman.

HOUSTON DIVISION AND REPAIR PLANTS: Pensioners: Clanton W. Branch, sheet metal worker; Vernon G. Weatherly, laborer; John C. Stark, switching clerk; Jesse W. Stranton, extra gang laborer; Alvin L. Oakes, lead carman; Victoriano Sustaita, section laborer; William James, Jr., boilermaker; Walter E. Beighley, car inspector; Eliot A. Frazee, signalman.

LAFAYETTE DIVISION: Pensioners: Edwin G. Senac, carman helper; Albert Gibbs, bridgetender; Seaborn C. Joyce, conductor; Ralph S. Foreman, carman; Alvin C. Mahler, brakeman.

LOS ANGELES DIVISION AND REPAIR PLANTS: L. N. Frye, engineer; J. P. Mincher, crew dispatcher. Pensioners: Oliver C. Young, stores order filler; Philip J. Gatto, machinist; Claude Hamilton, waiter; Carl W. Penfield, carman painter; Earl S. Embrey, brakeman; Roy S. Brucker, auto machinist; Walter B. Molony, locomotive engineer; William P. King, pipefitter; Nikola Lepurin, freight carman; Max Senn, yard clerk; Finnis M. Churchwell, yardman; Lennit L. Hansen, locomotive engineer; Vern G. Cooley, carman; Juan Jasso, track laborer; Thomas M. Tierney, carman; Frederick Sanchez, motor car mechanic; David E. Coleman, motorman.

OREGON DIVISION: G. B. Anderson, brakeman; M. H. Parsons, Jr., conductor; B. L. Trotter, car foreman's clerk. Pensioners: Ralph M. Darmody, clerk; Wesley M. Jenkins, conductor; Svarra E. Martinson, district lineman; Emery R. Alford, extra gang foreman; Stephen A. Bottoms, stores laborer; Ben H. McClure, conductor; Sherman S. Douglass, conductor; Pietro M. Reginato, boilermaker; Charles W. Bullivant, fireman; Elmer W. Gilmore, water service mechanic.

SACRAMENTO DIVISION AND REPAIR PLANTS: Pensioners: Harvey H. Twyman, conductor; Owen F. Rollins, locomotive engineer; David C. Morby, machinist; Arthur H. Swain, locomotive engineer; Frank J. Cuny, machinist; John Dallinga, machinist; Edward C. Paulsen, freight carman; Frank S. De Riso, plater helper; Arthur N. MacKeever, locomotive engineer; Peter L. Tuttle, machinist helper; Mike Vukmir, water service mechanic; Emilio L. Mendivil, laborer; Raymond J. Pendergast, locomotive engineer; Hattie M. Alderson, laborer; Theodore T. Hinzman, track laborer; Herbert L. Moseley, car inspector; Victor Riolo, lift truck operator.

SAN ANTONIO DIVISION: Pensioners: Bernard F. Skonetski, locomotive engineer; Clarence W. Hoffman, car inspector; Gay Frost, conductor; Josephus O. Cox, engine foreman; Frank L. Studley, electrician.

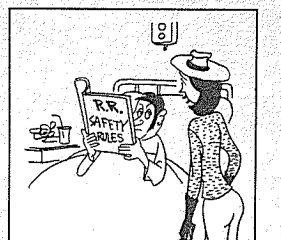
SAN JOAQUIN DIVISION: J. E. Boyd, conductor; J. H. Jones, conductor; J. R. Walker, clerk. Pensioners: Francis C. Coate, conductor; Paul E. Thompson, industry clerk; Harry C. Barnes, locomotive engineer; Cruz R. Espinosa, section laborer.

TUCSON DIVISION: O. H. Fuqua, conductor; J. M. McLoed, brakeman; L. R. Moon, conductor. Pensioners: Rufus J. Killgore, locomotive fireman; John Backe, locomotive engineer; Bismark I. Slater, conductor; Jose M. Manzo, welder's helper; Robert C. Reid, switchman; Juan Placencio, mechanical laborer; Ruby A. Lewis, calculator operator; Manuel Felix, machinist; John W. Piggee, janitor; Charles E. Stevenson, locomotive engineer; Fitzhugh L. Banks, record clerk.

WESTERN DIVISION: H. J. Ingersoll, switchman; L. H. Priddle, switchman; M. J. Willcheck, foreman. Pensioners: Edward Johnston, clerk; John B. Garcia, boilermaker helper; James E. Dorrell, sheet metal worker; John W. Likins, agent-telegrapher; John J. Melnikoff, painter foreman; Andrew Giusto, B&B carpenter; John A. May, switchman; Theron G. Cady, switchman; Donald R. Carpenter, switchman; Julio Andrade, lift truck operator; Richard C. Coachman, waiter; Lyal P. Neville, locomotive engineer; Clarence Kuykendall, head transit clerk; Vernon H. Klein, steward; Leora A. Bradley, agent; Robert J. Conway, electrician; Robert E. Cripe, locomotive engineer; Victor T. Shattock, water service foreman; Juan Leon, extra gang laborer; James H. Hatchell, fireman; George L. Goss, locomotive engineer; Louis J. Skorup, stenographer; Michael T. Howley, electrician; Mae A. Schuit, clerk; David C. Nolan, coach cleaner; August Reuna, digger; John H. Biddle, timekeeper; Carlos V. Emparan, conductor; Charlie S. Correl, yard clerk; Edgar W. Lofquist, engine foreman.

GENERAL OFFICE, SAN FRANCISCO: W. B. Irons, janitor. Pensioners: Stanley M. Edwards, assistant engineer; Gladys Frisbie, lease clerk.

NORTHWESTERN PACIFIC: Pensioners: McCrae Goodin, laborer; William E. Carr, section foreman; Ray L. Lewis, bridgetender; John P. Foley, agent.



These two Houston employes recently received college diplomas after several years of attending evening classes. Roy Brock, dispatcher, earned a B.A. at Texas Southern University; Mary Jane Spencer, secretary, Tax Dept., earned a B.S. at the University of Houston. Both "grads" are active United Fund workers. Mary Jane was firm chairman during the 1970-71 campaign; Roy was supply chairman.



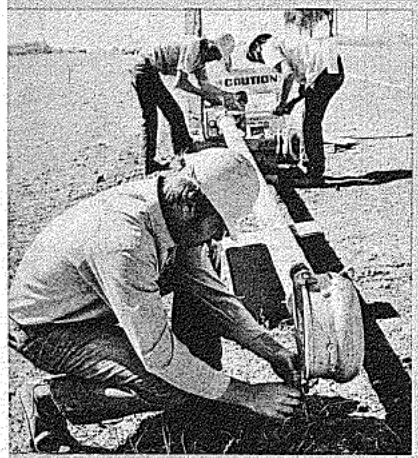
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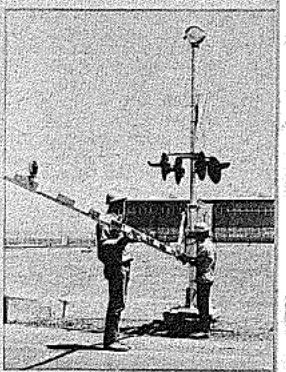




TOP LEFT: Signalman Rod E. Wilkins, on boom, bolts lights to newly erected signal mast. BELOW LEFT: Assembling gang and mast are Asst. Signalmen Pete H. Beaudry (foreground), Amos G. Cantrel, left, and Signalman Rod Wilkins. ABOVE: Checking plans for new installation are Signal Foreman Virgil D. Bradford, left, local chairman, BRS, and Roy F. Cross, asst. signal supervisor. ABOVE RIGHT: Beaudry adjusts warning light. BELOW LEFT: Cantrel tests voltage on transformer. BELOW RIGHT: Aluminum gate is bolted into position.







SP Leads the Industry in:

Crossing Protection

THE SP Signal Dept. crew pictured above is installing automatic gates and signal lights at a rail-highway crossing near Roseville, Calif. SP leads the railroad industry in the number of these life-saving installations it makes each year. During 1973, we made 158 gate installations out of a total of 499 completed on all railroads in the U.S. and Canada — over three times as many as any other railroad. Our share of the cost of these projects came to more than $1.5 million. This year, we are protecting about 200 more crossings with gates, lights and bells. Each installation features aluminum masts, signal hoods and gate arms (which rarely need painting), with brilliant reflectorized paint on gate arms and crossbuck signs.

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P. O. Box 2267, South San Francisco
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